[Mr. Chairman] [31st July 1962

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III.—CALLING ATTENTION TO DEARTH OF SCIENCE AND MATHEMATICS ASSISTANTS IN HIGH SCHOOLS.

MR. CHAIRMAN: We will now take up the call attention notice of the hon. Member Sri S. K. Sambandhan.

SRI S. K. SAMBANDHAN: Mr. Chairman, Sir, with your permission, I call the attention of the Hon. the Minister for Finance, to a matter of urgent public importance, namely, the dearth of science and mathematics trained assistants in the high schools under private, Government and local boards managements as a result of which science and mathematics classes are allowed to be handled by untrained science graduates, which leads to fall in standards. There are some District Board Schools where not even untrained graduates are posted to teach these subjects.

Some managements have, out f necessity, to pay more to these categories of teachers, which are not taken into account for grant purposes. The Government are aware that the professional colleges like medical and engineering, attract the best of the P.U.C. Science and Mathematics group students; only those who do not secure seats in the above professional colleges, are taking to graduate courses in these subjects and teaching, since there is not much prospect of promotion in the teaching profession. So, it is most urgent and imperative for the Government to start more training colleges to train science and mathematics assistants and also to revise the pay scales of these teachers, to attract more of talented graduates in science and mathematics to the teaching profession.

THE HON. SRI M. BHAKTAVATSALAM: Sir, I would like to make the following statement with reference to the matter raised by the hon. Member.

There are 18 institutions for training of B.T. teachers (men and women) including the B.Ed. section of the Annamalai University and the Annammal Training College, Tuticorin, opened this year. Every Training College has facilities for training teachers in Science and Mathematics. It is expected that in these training institutions about 400 teachers would be trained in each of the two subjects, namely, Mathematics and Science. As the strength in the optional groups in the B.T. Course has not been fixed, it is open to the heads of Training Colleges to increase the number of students for Science and Mathematics consistent with the availability of laboratory facilities and with the permission of the University of Madras.

Consequent on the Madras Pay Commission Report, the scales of pay of trained graduates have been enhanced to Rs. 140—5—180—10—250 as against the old scale of Rs. 85—5—125—10—175 with

effect from 1st June 1960. It is expected that a sufficient number of qualified candidates would become available in due course in view of this recent revision of pay scales.

Details regarding the number of vacancies in the posts of Science and Mathematices B.Ts. in High School under all managements are not available with Government. It is likely that there are some difficulties in securing the services of trained graduates in Science and Mathematics for employment in high schools opened in rural areas. If any large scale difficulty is felt, Government will take necessary action.

IV.—GOVERNMENT BILLS.

(1) THE MADRAS MOTOR VEHICLES TAXATION (AMENDMENT) BILL 1962 (L.A. BILL NO. 10 OF 1962).

THE HON. SRI M. BHAKTAVATSALAM : Mr. Chairman, Sir, I move—

'That the Madras Motor Vehicles Taxation (Amendment) Bill[a], 1962 (L.A. Bill No. 10 of 1962), as passed by the Assembly, be taken into consideration.'

Sir, the proposals for additional taxation envisaged in this Bill as well as the Madras Motor Vehicles (Taxation of Passengers and Goods) Amendment Bill, 1962 which will come up before the House shortly are intended to raise more funds to facilitate implementation of schemes of national development in the Third Plan.

For over nine years there has been no increased levy of tax on buses and goods vehicles notwithstanding the fact that the transport operators have had a distinct advantage as a result of improved road conditions and the phenomenal growth in the traffic offering. Though there has been an increase in the cost of operation, there has also been an increase in the income derived by the transport operators not only on account of the increase in traffic offering but also on account of the increased daily mileage allowed for buses.

The present rates of quarterly taxation on buses do not vary with the daily mileage done by the buses. We, therefore, decided to divide the passenger buses into different slabs according to the distance covered by them and levy suitably enhanced rates for each slab.

Similarly, the existing rates of taxation on goods vehicles have been altered suitably so that vehicles of higher laden weights pay proportionately larger amounts.

The rates for vehicles not fitted with pneumatic tyres are 50 per cent higher than those fitted with pneumatic tyres. This differential is kept up in the new scheme of taxation.

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[a] Printed as Appendix IV on pages 546–555